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Official and Classified ADVERTISEMENTS

Continued from Page 15

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fishing news

January 20, 1978

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IT'S THE RUDDY LIMIT!

...We may now have to share 12-mile

BRITISH fishermen might get a 12-mile limit — but it will not be exclusive. A 15-year phase-out period for EEC boats claiming traditional rights is being talked about. This shock news is only one of the disappointments for British fishermen to come from yet another 'crunch' meeting in Brussels to decide a common fisheries policy.

The meeting ended in deadlock on Wednesday afternoon despite an invitation from the Belgians to keep talking until this weekend. Now, Britain is being blamed for a fishing crisis in the EEC.

Minister John Silkin said that the fish quotas offered — and the package generally — fell short of Britain's minimum requirements. It is expected that talks will be resumed again in Brussels on January 30.

On Wednesday the talks went into 'super-restrictive session' (ministers only) to hammer out a number of points, including conservation.

Britain has succeeded in raising its quota from the EEC pool from 21 per cent (860,000 tonnes) to 33.3 per cent (852,000 tonnes) since December, but this is still far short of British demands. To this would be added fish from third country waters.

Talk of 'dominant preference' and 'exclusive limits' has now been dropped, to be replaced by 'fishing plan' — regimes for particular areas. Britain wants foreign boats to be licensed for specific amounts of fish in specific waters for specific times.

"Total and utter confusion" was how David Aitchison, chief executive of the Scottish Fishermen's Federation, summed up the talks.

In addition to the numbers game which

Gundelach has been playing, an extremely complicated set of proposals has been submitted which we understand do not come anywhere near to the statement needed by the UK.

"We are concerned that he is under considerable pressure to settle, not only from the other member states but from within the UK cabinet. We have had three meetings with the ministers and have emphasised that the industry will stick out for the right settlement and will not be influenced by any compensation carrots."

The Fisheries Organization Society (FOS) claimed on Wednesday that there could be a "silent sell-out" for UK interests inside 12 miles.

The stark possibility of continued rights of access for EEC or other countries (whether licensed or not by UK) between six and 12 miles is viewed with great anxiety by the FOS.

Phasing out is not acceptable to British fishermen and provides no answer to immediate or foreseeable problems.

"It took 10 hard years of negotiations to get recognition of 12-mile UK limits from 1984, and yet another 10 years to get rid of earlier concessions within UK waters."

Turn to page two



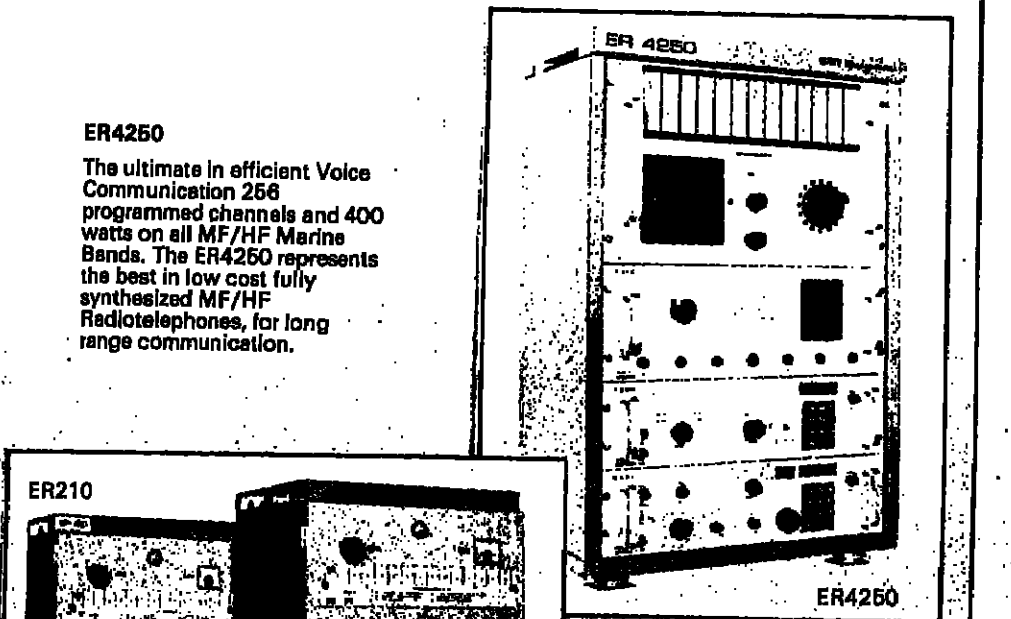
Above: a picket moves out from the Humber Bridge to intercept a vehicle heading for the fish docks.

LORRY STRIKE OVER

A GRIMSBY lorry drivers' strike which saw 5,000 fish factory workers laid off ended on Tuesday night. The decision to go back to work was largely because of lack of support for the action in other areas of the country.

The strike was aimed as a protest at EEC driving regulations which come into force later this month and includes the fitting of a tachometer device in the cab to ensure that drivers do not exceed 280 miles a day. Fish merchants found a variety of ways round the strike to get fish off the docks for onward delivery to customers.

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LIMITS

From page one

"Even that phasing-out was not completed by the time we entered the EEC." Now our inshoremen face another 10 or even 15 years of foreign boats in the 12-mile belt.

On the Tuesday an SFF delegation attended talks on Feaga funds.

Commenting after the meeting Gavin Gargill, SFF director, said: "As far as the unsuccessful applicants for 1977 are concerned, we gained no hope whatsoever that grants for fishing vessels would be available in 1978. This, of course, also applies to the new applicants for the 1978 scheme. There may, however, be a future scheme for coastal fisheries."

● Liberal MP Alan Bith sent the following telegram to John Silkin last Friday: "Liberal back 50-mile limit in order to give absolute priority within 50 miles to British fishermen to reserve inshore waters and to ensure conservation. Essential settlement meets these needs, plus does not rely on quotas alone for control. Otherwise better no deal."

Conqueror salvage bid 'looking good'

NEXT Tuesday could be the crucial day for the future of the 240ft. Hull freezer trawler Conqueror.

With high tides due, there could be a refloating attempt on the 1,100-ton fishing vessel which is still on the rocks near Mousehole, Cornwall.

"Things are really good," said Jim Rowland, managing director of Eurosalve of Folkestone, the salvage team at work on Conqueror.

"The work is progressing beautifully, and the main access of the engine room have been sealed."

These are the three doors and the three large cooling and circulation fans which have also been strengthened to withstand the pressure which will come with refloating efforts.

"Most of the preparatory work has been done," he added.

"We are looking at next Tuesday for refloating."

On Monday — if the tests are satisfactory and the weather is good — the tug could be ordered from Falmouth, ready to start the big pumping operation on the next day.

"As the tide falls we shall be pumping and blowing the stern so she is afloat aft. This will maintain a nice angle to the sea bed."

"We shall blow the forepeak, engine room and tanks at the same time."

Mr. Rowland said that coastguards had been warned that a red/orange flare would be fired in the engine room towards the end of this week to make sure there was no

leakage of air from the hull.

"There is no doubt in my mind we shall succeed if we are not broken up by bad weather", he added.

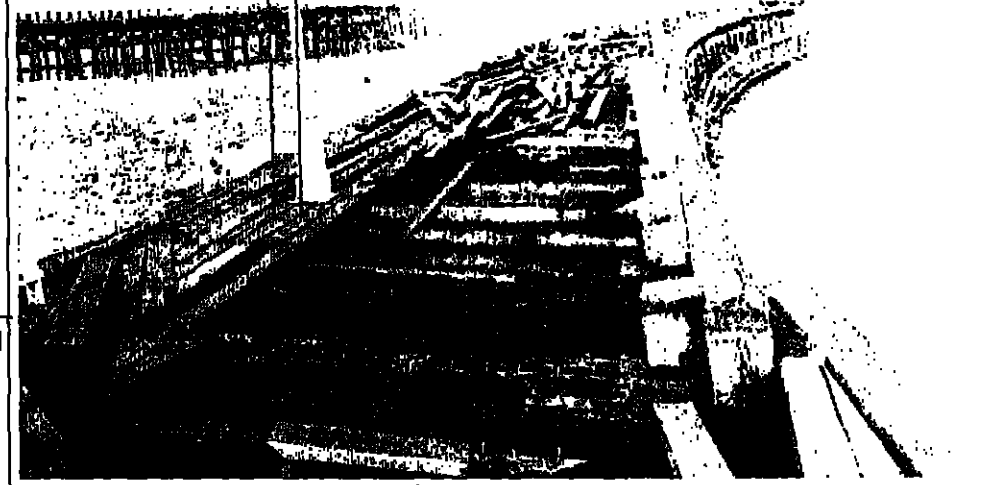
The salvage operation means a risk of between £20,000 to the Eurosalve effort here, and Mr. Rowland said the actual work programme was costing over £1-a-minute.

He explained that the young men had to go on a week course, with each cost paid by a White Fish Authority grant and the rest by the Fleetwood Fish Vessel Owners' Association.

"But there are so few of us to get the lads into when course finishes. Not so long ago it took a week at the side to get the lads fixed up with a ship. Now it takes three weeks for places to be found for all of them."

"Hopefully things will be improved by the time the next course gets under way the spring."

Skipper Bruce, superintendent of the port shipping pool and also a port recruiting officer. Before coming ashore he commanded several J. Mac vessels.



After the storm — an access pier to Grimsby fish docks.

COMMENT

MINISTER WITHOUT PORTFOLIO

WE STARTED asking for 60 per cent of the fish resources in the EEC pool; we also wanted a 50-mile limit. Now look what we are getting! All the talk in Brussels was adding up to this week was half the fish and a 12-mile limit that is not even exclusive.

To have to share a limit with Community countries based on historic rights is a travesty of justice. These rights are based on days when the most effective form of fishing gear was a drift net. How can this be compared with the deadly power of a Danish purse seiner?

How long is it going to be before it is recognised that the number of boats operating on a stock is not the worry, it is the methods used to catch them? This is not to say that purse seiners and their like must be outlawed, but in the words of Gilbert Buchan, vice-president of the Scottish Fishermen's Federation, we need a "balanced fishery".

This we can eventually do with our own fleet but, it is impossible to carry out when foreign boats are allowed to traditionally enter our limits without any control on the methods they employ.

While all the talk goes on about percentages of fish in Brussels, the important question of what type of species we are going to get is being glossed over. From previous EEC proposals we know these are not in any way satisfactory. Already we rely on mackerel as the main source for keeping the fleet in business. The catch this year could run to over 200,000 tonnes. All we are being offered is 132,000 tonnes.

The way things are shaping up in Brussels, Mr. Silkin could end up less a portfolio. While he may still be the Minister for Agriculture, the fisheries side of his job will be gone.

fishing news

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ABC

Fleets weather storms

THE GALES and huge waves which swept down the east coast with such devastating effects last week left a trail of havoc.

Boats were washed ashore and salvage work got underway quickly.

Premises along the entire length of Grimsby's North Wall were pounded by massive waves resulting in widespread flooding with the water in the fish docks overflowing.

There was severe damage to the access piers around fish dock island where an eye witness described the scenes around 8.00 pm as "horrific", adding "the seas smashed great bulks of timber like matchsticks".

Further inland, stocks of frozen fish were ruined as flood waters surged into merchants' cold stores. Amazingly damage to vessels in the fish docks, which was packed out by the arrival of some thirty Danish and Belgian vessels seeking shelter, was minimal.

Only a handful of vessels broke their moorings, but were rapidly rescued. The most serious incident happened when the gill-netter *White Bank* became trapped beneath one of the slipway jetties.

As the water rose it was feared she might be forced under, but the vessel actually pushed up the catwalk before shipwrights Bridges & Salmon cut through the jetty timbers to release her.

All the fish landings were wiped-out and it is believed it was the first time a full night landing has been abandoned. By the following morning the full extent of the damage was being counted. Most businesses had to operate without electricity and telephones and many fish merchants had the added problem of no fish.

ICELANDIC FISH BY THE 'BACK DOOR'

FLEETWOOD'S Fish Merchants' Association president, Alan Welsh, last week reacted strongly to the continuing ban on landings by Icelandic vessels by the port's lumpers.

Mr. Welsh said: "We need Icelandic fish to survive and if we can't get it through the front door we will consider getting it through the back."

He said they would do this as a last resort but they were desperate for supplies to keep businesses going and men in work.

He added: "The present situation cannot continue, firms will start closing down. If that happens the lumpers will go down, too, and the fishermen will suffer because without anyone here to buy the fish there is no use going out to catch it."

Ted Hammill, chairman of the Transport and General Workers' Union inter-ports

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NO SHIPS FOR NEW RECRUITS

THERE ARE still recruits coming into the Fleetwood fishing industry despite the diminishing fleet.

Skipper John Bruce, MBE, DSC, said last week there was no problem in the number of young people coming forward but he added: "The trouble is finding places for them in our depleted fleet."

He explained that the young men had to go on a week course, with each cost paid by a White Fish Authority grant and the rest by the Fleetwood Fish Vessel Owners' Association.

"But there are so few of us to get the lads into when course finishes. Not so long ago it took a week at the side to get the lads fixed up with a ship. Now it takes three weeks for places to be found for all of them."

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Parliament investigating fishing



DID FISHERMEN operate a monopoly on deep water shrimp landings last year?

This was the question asked last week by the Parliamentary sub-committee set up to investigate the fishing industry.

"The committee had been told that last year prices of Pandulus had been fixed and processors were not in a free market situation."

Giving evidence for the Shellfish Processors' Association, Charles Eckerley of Murray Fish Supply, claimed that during a 12-week period last year processors had to attend monthly meetings called by a Scottish producer organisation where a price increase was forced upon them.

"There was no free market situation," he pointed out. "The PU decided allocation of raw material based on the number of machines at a plant." You took a chance.

This statement was seized on by members of the committee, who asked if this was a possible case for the Monopolies Commission?

Mr. Eckerley replied: "It would be interesting."

After the storm — an access pier to Grimsby fish docks.

Oilmen restrict fishing grounds

FISHING grounds are being lost as the North Sea gets more like Spaghetti Junction every day with the expansion of the oil industry. And fishermen may take legal action against the Government.

This warning to the Parliamentary sub-committee was issued last week by Gilbert Buchan, vice-president of the Scottish Fishermen's Federation.

He said that the expansion of the oil industry was a major problem for fishermen. "We are a major importer yet we have the raw material in our own waters."

Asked why processors could not charter a boat to investigate the possibilities, Mr. Holmes said that this would be difficult with all the boats doing well on other fish.

"If I did speculate my money, there would be no guarantee of getting the catch. They are free to sell it anywhere," pointed out Mr. Holmes.

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REGIONAL regulations for conservation of lobsters and crabs may be introduced.

Scientists are now conducting a new programme of research to see what legislation is required for both lobsters and crabs, Dr. Eric Edwards, head of Shellfish Research at the Burnham Fisheries Laboratory told the Parliamentary sub-committee.

There was some firm support for an increase in the minimum size of landed crab. In South Devon, we want to increase the minimum to 5 1/2 in, said Mr. K. Browne, a shellfish processor from Paignton. "We have the finest crab in the country and we want to keep it."

An increase in minimum size of crabs would also be welcome off the north-east coast, pointed out Mr. J. C. James, a merchant from Teesside. "Minimum size of lobsters must also be raised to 83mm and eventually to 84mm", he added.

Mr. Hamish Watt, MP, asked if controls on part-timers were needed.

"Processors have put in the plant, but more raw material is needed", he added.

Processors were also concerned about the lack of consultation over regulations being formed within the EEC.

After the storm — an access pier to Grimsby fish docks.

New regulations on shellfish

The main problem with part-timers was off the north-east coast, said Dr. Edwards. "Part timers are not a major problem everywhere. I'm more worried about catching effort," he added.

Scotland the decline of lobsters had been marked by the good state of the stocks off the west of the Hebrides, pointed out Dr. P. R. Waine from the Experimental Station at Conway.

Asked what could be done to increase the landings and stocks of shellfish, Dr. Edwards drew attention to a new crab meat picking machine developed in the United States. This was now under test by Torry Research Station at the Young's factory in Inverhervie.

The crab processing industry at present is very labour intensive and if this machine proved successful, said Dr. Edwards, it would help bring about more plants.

While there was no danger to scallop stocks, the queen beds could do with some early fishing before the starfish get at them, pointed out Dr. J. Mason of the Marine Laboratory, Aberdeen.

Hatchery production techniques would open up the oyster industry, but there is a lot of education required on handling the hatchery product, warned Dr. Waine.

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The big difficulties for fishermen was proving when they had left debris from the oil industry in the sea.

"The committee was made aware of the confused status of fish farmers. There is a conflict between Ministers, said Gerald Gardner, director of the Shellfish Association. "Some Government departments say we are not agriculture, not industry."

"My association is now making recommendations for a Fish Farmers' Bill, said Mr. Gardner."

After the storm — an access pier to Grimsby fish docks.

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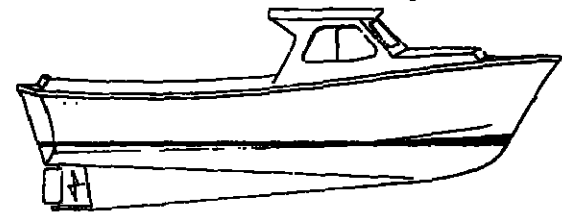
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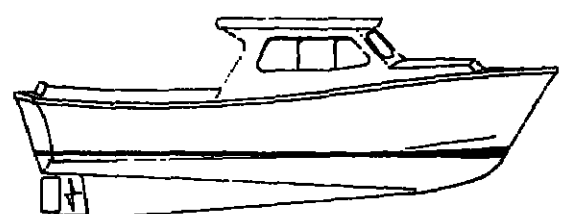
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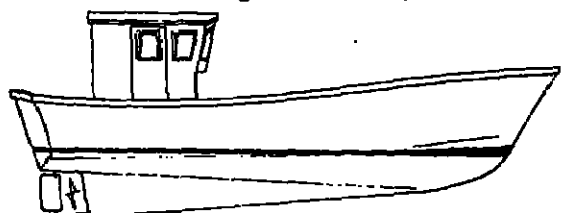
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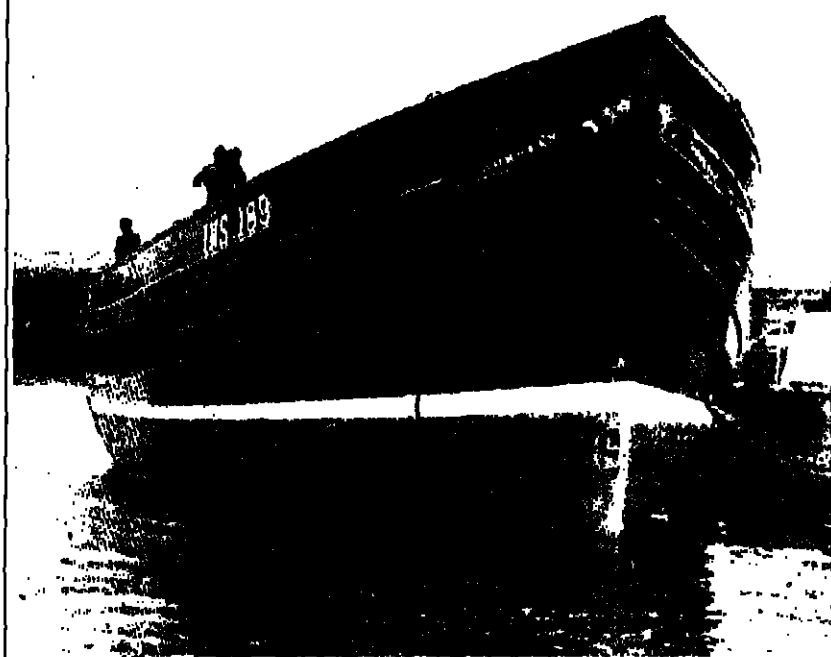
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Skipper William Smith watches his wife, Aileen, launch Sunbeam. The boat is seen being moved to the fitting out berth.

Sunbeam launched

THE 36FT. wooden seltar-trawler *Sunbeam* (INS 189), built for Skipper William S. Smith of Lossiemouth and others, has been launched from the Peterhead shipyard of Richard Irvin and Sons Ltd.

A new addition to the Peterhead fleet, she has a beam of 23.8 ft., depth of 12.6 ft. and draught of 11.5 ft. The part-complete boat was launched by the skipper's wife, Aileen, and she was given a necklace by the builders at a reception.

Sunbeam will be powered by a 600 hp Mirlees Blackstone engine driving a fixed Brunton four-blade bronze propeller to give a top speed of around 10.5 knots.

Tenfold electric-hydraulic steering gear will be fitted and other equipment will include a Sutherland of Lossiemouth combined seine-trawl hydraulic winch, a Losse Hydraulics two-drum rope system and a Losse Hydraulics 24 in. power block with hydraulic crane.

Sunbeam will also have an Elac sounder, two Decca Navigators, Decca plotter, Decca radar and 'Sailor' radio telephone, in addition to a Robertson autopilot. An aluminium deck shelter will be installed.

Skipper Smith commands a wooden-hulled vessel of the same name which was built at the same yard five years ago. He is one of the most successful skippers operating from Peterhead and his new command should be ready for sea in two months.

'Forester' makes £90,125 at Hull

SKIPPER Bill Brettell, in Newington's C.S. *Forester*, grossed £90,125 for 2,656 kits after landing a 27-day Norway coast/Bear Island trip this week.

The catch was split between the markets on Monday and Tuesday at Hull. It was the biggest catch by the Hull wet-fisher since April 1977, when Skipper Dick Taylor set up a new record for British fishery by making £92,453 for £2,984 kits after a 20-day Norway coast/Bear Island trip.

The trip started before Christmas and, among the catch, was 1,042 kits of haddock which averaged £86.34 per kit. The average for her at present Skipper Brettell and Skipper Taylor are sharing command of C.S. *Forester*. Each skipper takes her out on two successive trips.

Skipper Brettell, who was the regular skipper of *Hammond Lines* until recently, is taking her out on another trip this week.

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SPRAT fishermen hit by lack of shore handling facilities have set up their own outlet for North Sea catches.

Two Danish carrier ships moored in the River Tyne are taking on transhipped sprats from Scottish and English boats. The operation has been set-up by the Scottish Fishermen's Organisation through a new company known as Euroclipp.

The two carrier vessels, *Ester Silvana* and *Holbnak*, arrived on January 8 and started pumping sprats aboard the following day.

"There have been some technical teething problems", an SFO spokesman told *Fishing News*. These mainly centre around the Norwegian Myren fish pumps which are only managing to handle 40 tons a day. A much higher capacity had been expected.

The move to bring in the factory ships was essential. Before Christmas, outlets for catches were blocked as fish meal plants became swamped with mackerel. Some boats were spending up to four days waiting to be discharged.

The sprat quota has now been lifted from 5-tons to 15-tons a day per man.

The Aberdeen-based firm of Clipper Seafoods is also involved in the operation, supervising the transhipping.

First vessel to tranship was the 85-ft. Peterhead pair trawler *Shemara* (Skipper Jim Prie), with 70-tons, and the 97-ft. Leith-registered *Persevere* (Skipper Peter

Johnstone) with about 55 tons.

It is hoped that the carrier vessels will be able to take on catches 24 hours a day but, by mid-week, work was held up owing to the severe storms which kept the fleet in port.

A similar sprat exporting venture organised by fish-selling agencies in North Shields was hit by tragedy last week when the crew of five from the Dutch carrier vessel *Holmar I* abandoned ship in severe gales in the North Sea and were feared drowned.

She had arrived in England at the end of the first week in January to take on sprats bought by North Shields fish merchant, Harry Foskett. The vessel sailed from

Sunderland early on the Wednesday morning with a cargo of 560 tons of sprats destined for Continental meal plants.

A large-scale search was started when Coastguards picked up a Mayday message that the crew had taken to the liferaft, but on the Thursday the raft was found upsidown.

It is believed that the vessel's sprat cargo had shifted and she had started to sink.

The vessel has been renamed *Waterloo Warrior* and is now registered at Lowestoft as LT 298.

The wooden-built and former Lorient-registered *Christopher Stephane*, which arrived at the port just before Christmas, is expected to start working from the port very soon.

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SFO SETS-UP SPRAT DEAL WITH DANES

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Dane keeps lead

DANE has kept her lead in the 1977 Hull Freezer Trawler Challenge Competition for a second month, but her main rival has bowed out.

BUT's *Orsino* sailed for Australia on Saturday morning and is expected to reach her new home port of Albany, Western Australia, in about six weeks. She will fish for Ocean Fish Processors. The ship is being skippered by Peter Crane of Grimsby and has a crew mainly from Grimsby. *Orsino* was only 100 points behind *Dane* in the latest placings table up to the end of October.

Marr holds six of the top 20 positions; Boyd, Hamling and BUT four each; and Boston, two. Positions for October are:

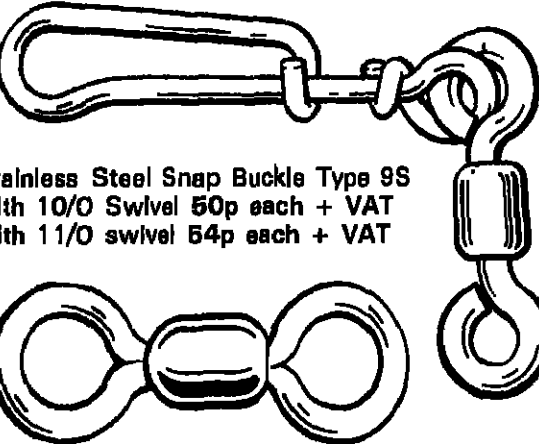
	Tonnage	Points
1 (1) <i>Dane</i> (BUT)	1888.6	29,636
2 (2) <i>Orsino</i> (BUT)	3878.4	29,636
3 (3) <i>Arctic Galliard</i> (Boyd)	2777.2	27,632
4 (7) <i>Princess Anne</i> (Boston)	3176.3	27,632
5 (6) <i>Arctic Freebooter</i> (Boyd)	1922.0	27,632
6 (9) <i>St. Joseph</i> (Hamling)	1838.6	26,780
7 (8) <i>Southella</i> (Marr)	1973.3	26,428
8 (4) <i>Arctic Buccaneer</i> (Boyd)	1709.4	26,428
9 (5) <i>Farnella</i> (Marr)	1758.3	24,943
10 (12) <i>St. Jerome</i> (Hamling)	1817.3	23,621
11 (10) <i>Northella</i> (Marr)	1818.4	23,396
12 (14) <i>Kirkella</i> (Marr)	1808.8	23,187
13 (11) <i>St. Jason</i> (Hamling)	1730.8	23,074
14 (17) <i>Arctic Raider</i> (Boyd)	1834.9	22,107
15 (16) <i>Suannella</i> (Marr)	1821.7	22,086
16 (13) <i>St. Fred Parkes</i> (Boston)	1442.0	21,837



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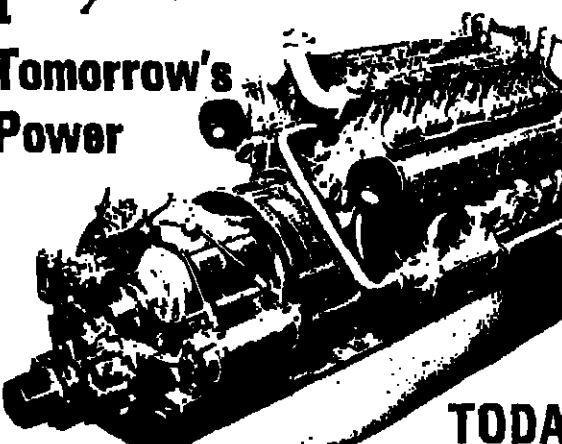
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Working a beam trawl

"TWO or three months ago you suggested using the beam trawl to catch flat fish and possibly shrimps in the summer."

"I want to do the same and I know where I can get a 14 ft. beam trawl."

"I don't know how to use it, so any information would be useful."

"You will be ready to shoot away if you do as follows: the trawl must be arranged for shooting from starboard when you have a right-hand turning propeller or from port with a left-hand turning prop; the towing bridle and lead through a snatch block forward; and the cod-end should be secured by a cod line and a buoy line attached to it."

Some say you should let your boat lie broadside on to the direction in which you intend to tow, when shooting a beam trawl.

Personally I think it best to keep a little way on so that the cod-end buoy and line, net and beam are carried well clear and the boat remains manoeuvrable all the time.

With the aid of the bridle, it is not difficult to ensure the beam remains the right way up and that all is in order for the net to sink before you start paying out the warp.

If you shoot a net made of buoyant polyethylene or polypropylene from a practically stationary boat, there is always a risk of its cod-end floating up and getting foul of the beam or heads.

But, if you proceed slowly across the tide when shooting, and turn gradually so that you are heading down tide before you start paying away, the risk is minimal.

If you have shot away the trawl without capsize it and have paid out a length of warp three to five times the depth of water you are working in, you should ensure the heads are being towed along the bottom as you gradually increase speed down tide.

You can do this by laying a hand on the warp, to feel whether the heads are on or off the seabed.

Beam trawls were designed for becalmed sailing vessels or those making little way in light airs.

They will take flat fish and shrimps at slow speeds and there is no need to waste fuel by towing over grounds at more than two knots, except perhaps towards the end of a low when an increase in speed may serve to carry them down into the cod-end.

In calm weather, when the trawl is on the bottom and you are maintaining a suitable speed, there is little to do except keep the trawl over your elected ground and to keep an eye on the cod-end float.

If the float disappears, you must reduce revs until it reappears and check that the heads are on the bottom.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

John Burgess' Log



It is best to tow for about one hour at the start and thereafter for shorter or longer periods according to fish numbers, weed and rubbish on your ground.

Hauling a beam trawl is not difficult, except in certain tide and wind conditions.

Say you have been towing down tide and wind for an hour at about three knots over the ground. You have then increased speed to four knots through the water for a minute or two before starting.

In these conditions the first thing is to put your gear in neutral and alter course to bring the trawl abeam on whichever side of the boat you normally stow it.

When all way is off the boat, you haul until the bridle appears; haul on each leg of it until heads and beam are on the surface; get them on board and then lift the ground-rope over the rail so that there is no further possibility of fish escaping from the net.

The only job after that is to get the cod-end aboard either by hand or with the aid of a tackle.

Caribbean crawfish?

"MY PARTNER and I have been engaged for the last twelve years in potting, trawling and dredging."

"We are now thinking of going to the West Indies to fish for crawfish."

"But we do not know where we can get information on islands in the Caribbean or on fishing prospects and permits."

"If you could tell us where, we should be grateful."

General information is likely to be obtainable from The Central Office of Information, Hercules Road, London SE1; specific information from The Information Officer, Caribbean Department, Foreign and Commonwealth Office, Downing Street, London SW1.

Device for a splice

"WE HAVE had an inquiry for a clamping device to secure wire rope when it is to be spliced."

"Do you know anything about such devices and where they can be obtained?"

A device which facilitates splicing wire rope is carried in most Norwegian trawlers.

It is designed to be bolted or welded to a bulkhead which, when the bight at the end of a wire has been clamped into it, can be turned to open the strands so that trucks can be made easily and quickly.

It is used away from the device to hold the standing part of the wire.

Christian Luennechen A/S, PO Box 308, 6501 Kristiansund North, Norway, makes such devices and they are obtained in this country from Cosalt Ltd., Fish Dock Road, Grimsby.

Preventing corrosion

"THE DESIGNER you recommended supplied us with suitable drawings and so the all-welded steel hull of our new boat will soon be ready for launching."

"But now we want to know what causes underwater corrosion and how we can best protect our 40ft. hull against it."

Underwater corrosion in steel fishing vessels is almost always caused by electrochemical action — a galvanic effect produced when dissimilar metals are immersed in an electrolyte (in this case sea water) and connected electrically outside the electrolyte.

Each metal has a voltage potential relative to a standard electrode immersed in sea water at 25 deg. C. Normally, if a voltage potential of more than 0.25 V exists between two metals in contact underwater, electrolytic corrosion will occur.

If any two metals are immersed in sea water and electrically connected outside it, current will flow through the water from the metal with low potential (the anode) to the metal with high potential (the cathode). As it does so, ions from the anode dissolve in the water and the aggregate loss of them is the corrosion on the anode.

This process applies equally to parts made from identical metal where local conditions such as pressure, heat stress, mill scale and differences in paint surfaces have changed the voltage potential of the immersed metal.

In a rivetted steel hull, for instance, heat and stress involved in forming rivets causes them to have a lower potential than the plates. They consequently act as anodes and the rest of the hull as a cathode.

To protect the hull of your boat, you should first apply coats of Metalife II BB and 44 zinc-rich epoxy paints and then apply one or two coats of Metalife 79 high build chlorinated rubber paint.

Metalife 79 possesses the merit of being a single pack composition which can be applied successfully at low temperatures.

You can take further steps when installing electrical equipment, as leakage currents are often a cause of corrosion.

It would be best if alter-

nators or dynamos a starter motor are of this insulated return type.

With earth return systems leakage occurs if insulation the insulated pole becomes defective. This can happen when junction boxes positioned in damp locations where starter motors, generators are subjected to water ingress and the deck sockets and external electrical fittings are not installed.

Before the boat is launched it is advisable to fit sacrificial anodes in carefully selected positions on hull and rudders.

To ensure effective anodic protection the anode should be recommended by M.G. Duff Marine which deals with cathodic protection of steel boats.

Not only does it say it size and type of anode would be best to fit but like yours but also says where and how to fit the.

It also points out, in stance, that anti-fouling positions containing a proportion of metallic copper are not suitable for use in conjunction with cathodic protection systems.

A further protective measure is to apply at least two coats of a suitable fouling composition thereafter to ensure that remain intact.

The presence of anodic areas allows galvanic corrosion where a potential difference exists between painted and non-painted surfaces, and corrosion can be severe on the latter.

You can get Metalife positions from Metalife International Ltd., Clarendon, Harrogate, Yorkshire, or, as well as the leaflet from M.G. Duff Marine Ltd., Bird's, Chichester, Sussex.

40% more power

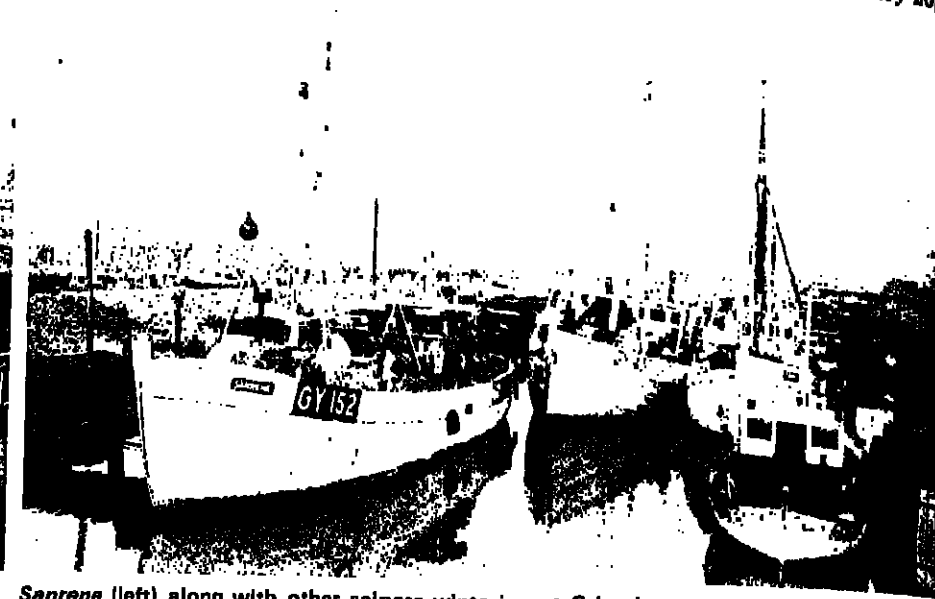
just right for medium & large sized vessels

The new Ruston 40% more power diesel engine is a compact, economical, and reliable power unit. It is available in 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 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Venus: going well this season spragging in the Humber.

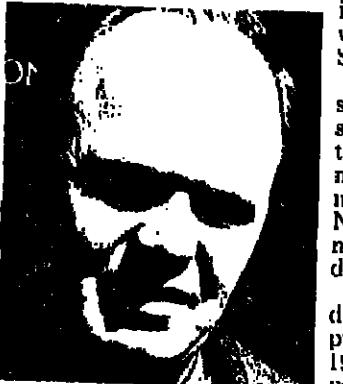


Sanrens (left) along with other seiners wintering at Grimsby.

YOU HAVE to search pretty hard in the fishing industry these days to find any sign of a silver lining.

The EEC wind of change which blew through Grimsby last year reduced the port's deep-sea trawling fleet — once the backbone of the catching side — to its knees.

Restriction after restriction failed miserably to secure



Skipper Jorgen Olesen — topped £100,000.

INSHORE at Grimsby

A MONTHLY FEATURE

worthwhile exchange fishing deals with non-member countries.

With the outlook for the big boys in 1978 even grimmer, the future prosperity of Grimsby as a port of major importance now largely rests with its fleet of small North Sea vessels.

Last year the anchor-seiners, pair trawlers and inshore boats really showed their capabilities against the massive odds of an international free-for-all in the North Sea, making good much of the sharp decline in deep water landings.

Those owners now face the daunting prospect of providing even more fish in 1978. They have already expanded their fleets to meet the extra demand in spite of the real problems the un-

resolved common fisheries policy has posed.

In the past few months since this column last appeared there has been a major assault on good second-hand Danish vessels. Further additions from this source, and others, are certain this year.

For the statistically minded, eleven anchor-seiners were added during 1977 (nine in the last six months) together with four pair trawlers and, sadly, only one inshore boat of real value. This gave an end-of-year total of 163 vessels.

Of this figure 112 were anchor-seiners, 32 pair trawlers and 19 (including two gill-netters) working inshore boats.

The picture would have been even brighter if the Newington steel pairs *Burton Agnes* and *Burton Pidsa* had not come and gone, whilst Grimsby's other steel stern pair druggers, *Mohave* and *Shawnee*, also split up. The former is now working from Lowestoft.

Sister-ship *Sioux* tragically sank, never to be located, while the seiner *Arcona Champion* shared a similar fate.

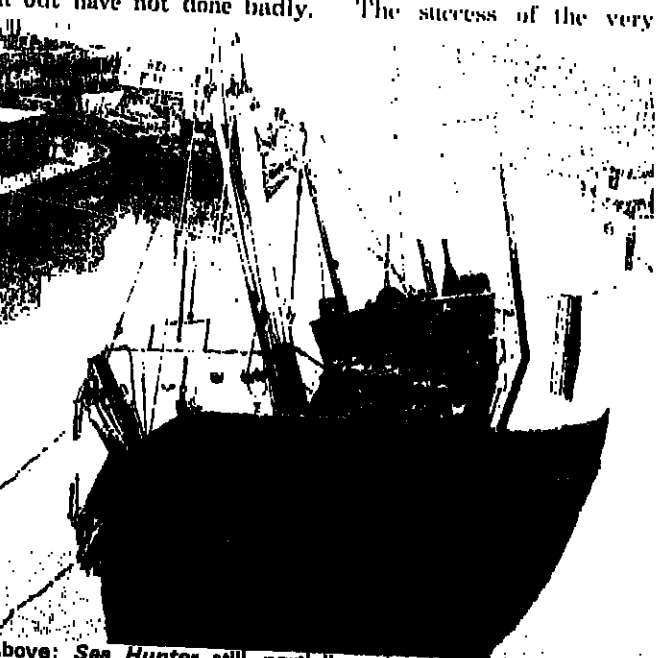
Others lost to the industry included Slight's *Jersey* "retired" to eventually take up cruising, and *White Bank* which in an interesting move is now fitting out to become Grimsby's second gill-netter. She also swapped agencies, on a change of ownership, and will henceforth work through Consols, which part owns the

vessel together with Skipper Olaf Christensen who is bound to relish this new challenge.

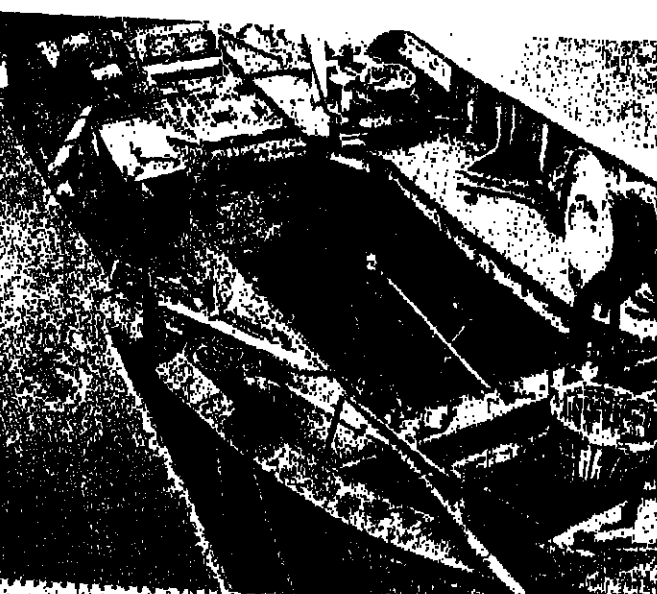
Consols already agent the port's other gill-netter *Wardley*, of which more later. The decline of the inshore over the past twelve months reflects a sad tale of woe with some ten vessels leaving the port. Some like *Valmont*, *Elizabeth* and *Willemina* have remained in fishing elsewhere, but most quit the industry over safety regulations and before the dispensations were announced.

One inshore vessel Grimsby badly wants to lose is *Sea Hunter*, believed to be Bridlington-owned, which partially sank in the fish docks in November 1976 and almost incredibly remains unsalvaged! Ironically the inshore liners which have stuck it out have not done badly.

The success of the very



Above: *Sea Hunter* still partially submerged after over 13 months. Left: Skipper Olaf Christensen — switching to gill-netting. Below: *Esme* is awaiting the arrival of a new Kelvin



compact and efficient 500cc main engine. Skipper Denis McKean, *Cairloch* has created an interest and now Skipper Erik Nielsen of *Well* has followed suit. The two responsible for the breakthrough, John Allen, Seantlink, South Humberside Industrial Estate, Grimsby, expects to announce further contracts in the very near future for re-engining jobs.

Apart from the big financial saving over other methods of a similar size, the design and layout should be a big factor with skippers anxious for extra space. But an engine is still very much a matter of skipper preference and Jimmy Howard has chosen the new Kelvin 1.500cc.

Meanwhile Anglo Danish & N Engineering and Mac Diesel have all been kept additionally busy fitting *Grona*, *Nautic* and *Ranc* rope drums to the *Grimsby* seiner fleet which will be 1978 more or less fully equipped in this direction.

The installation of most vessels will carry three-man crew instead of four.

Two men who did as much of light at the end of the tunnel during 1977 are Skipper Erik Loe of the netter *Wardley* and Jap Olesen of the anchor-seiner *Gladnes*.

Both bettered £100,000 in the year; the latter the smaller craft, got from the top pair teams, made this sort of money.

Skipper Loe's tally of £100,000 is a reward for setting up the gamble of converting to gill-netting just two years ago, whilst Skipper Olesen, who did not land his trips in Grimsby, made £100,100 by sheer consistency.

Gladnes began the year with the Allard Heuson agency, but transferred to Dan Allard's new Jubilee Fishing Co. last spring, so there is more Jubilee celebration in Grimsby; and what a round off your first year.

TOM WOOD

CYGNUS WORKBOATS

January 1978 Vol. 2



SOUTHERN COMFORT The Mighty Atom

A SUCCESS story this year, was the outcome of trials on the first inshore GRP fishing vessel to be fitted with a Kort propulsion nozzle. Powered by a 108hp Ford Sabre diesel, 3:1 reduction PRM 265S gearbox, she achieved 1.4 tonne maximum static bollard pull. This was 20/25% more than the standard open screw situation with the same propulsive power.

The exercise was also a personal success for the participants of the joint venture: Kort, the designers; Visicks Ltd., the makers, and Cygnus, the fitters. All Companies offered their services for nothing to show the advantages. The lucky owner, Mike Holley, and the skipper, Philip Dingle, Looe, were delighted.

She has since been fitted with a Spencer Carter 1 tonne hydraulic trawl winch and stern gantry. She's quite a powerhouse for 32ft. long—mighty atom indeed.

GRP The Whys and Wherefores

WHY GRP, and What is it? Cygnus Marine set out to produce a range of fishing boats which a fisherman would like to own. To this end the hull form had to be the right shape. Gary Mitchell of Mevagissey was commissioned to produce designs of hulls exactly in keeping with traditional wooden vessels. The hulls, unlike any other GRP hulls on the market, appealed to the man who had previously had a wooden or steel boat—their deep draught carried right forward, large deep bilges taken right aft for load carrying and stability, sensible curving sheerlines with more than adequate freeboard.

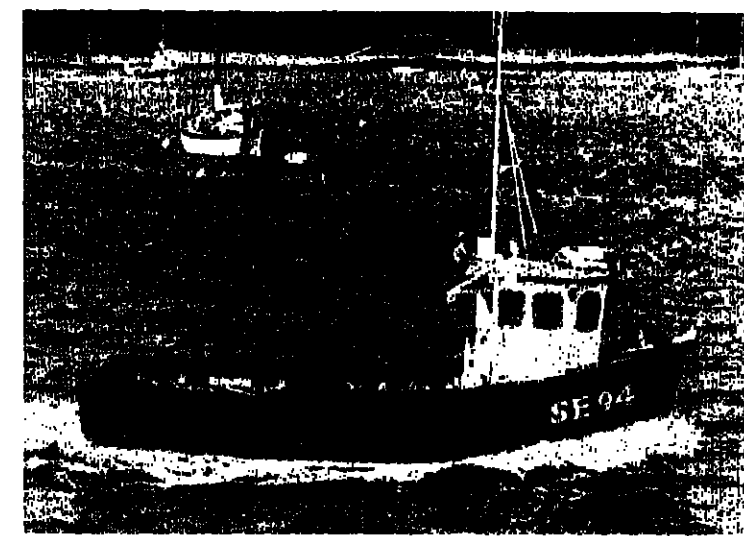
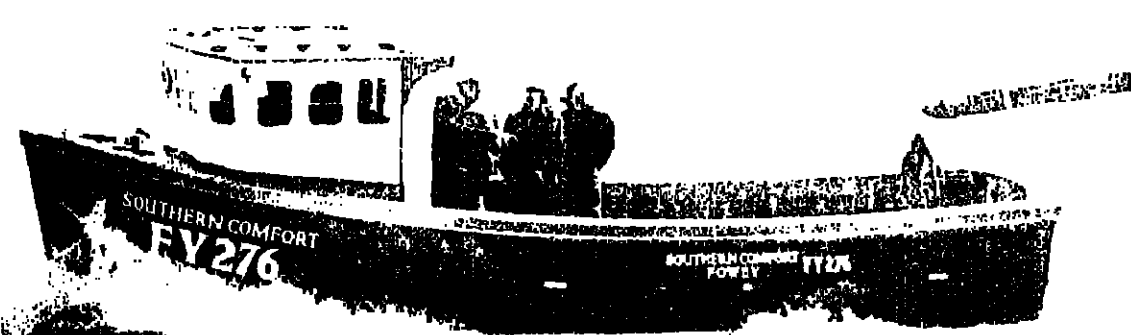
After convincing a fisherman that the shape was right, he always asked about the strength, and usually this was gauged in his eye by the thickness. This is an incorrect assumption because the strength of a GRP boat is its glassfibre content and Cygnus built to Lloyd's Fishing Boat Rules (not Yacht Rules) plus an extra layer. The thickness is made up of layers of glass fibre bonded together with a plastic in the form of polyester resin. Although the thickness is dependant upon the number of layers, much depends on the amount of resin and the degree of rolling out of the resin into the glass. The resin does not give the boat strength, it merely bonds the glass together, so don't be fooled by a thick boat with plenty of resin, one good bang and it will all crack.

Having solved the thickness problem, all fishermen were used to seeing the comforting, implied strength of frames spaced through the traditional hull—so we put in lots of frames on top of our thick shell. The frame depth gives the rigidity to the hull, not the width. We put in a minimum of 3in. deep frames spaced 18in. apart—that makes 20 frames per side in a 32ft. boat. Compare this with other GRP hulls. The strength of the final boat is then magnified by bulkheads, soles and the massive wood/GRP-sheathed main decks.

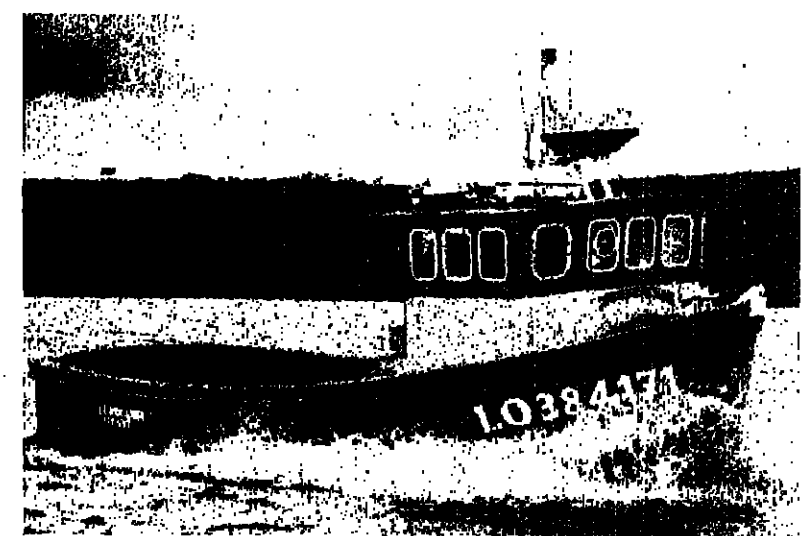
But GRP scratches! Yes, we agree, but with sensible protection panels

in way of hauling areas, taken well below the waterline, most wear can be eliminated. Cygnus hulls are all produced with double gel coats which are the colour pigmented waterproof surface layers. These gel coats are reinforced with very fine glass fibre before the main shell laminate. If the surface gel coat does get damaged, repairs can be easily effected without expensive bontard bills.

GRP is not cheap, it has to be moulded under temperature and quality controlled conditions—old barns and tin sheds are not suitable! Conditions are important—draughts cause patches of the hull to undercure, causing all sorts of problems; dampness ruins glassfibre; resin to glass ratios must be correct—so if you want to buy a GRP boat, check out the moulders, compare the specifications carefully. We know where you'll come, and we'll be glad to show you around!



MPV 'Gornh Lass'—a GM26 putting boat for Tom Preston, Salcombe. This vessel had an 18ft. by 9ft. 6in. dash working deck with no raised hatches, with the new Celtic Slave line hauler, she can work up to 300 pots, two-handed.



The first GM32 delivered to France. 'La Boucanier' was a multi-purpose fishing boat fitted with a big Volvo MD1000 marine diesel. The deck machinery was fitted in France.

Mercraft

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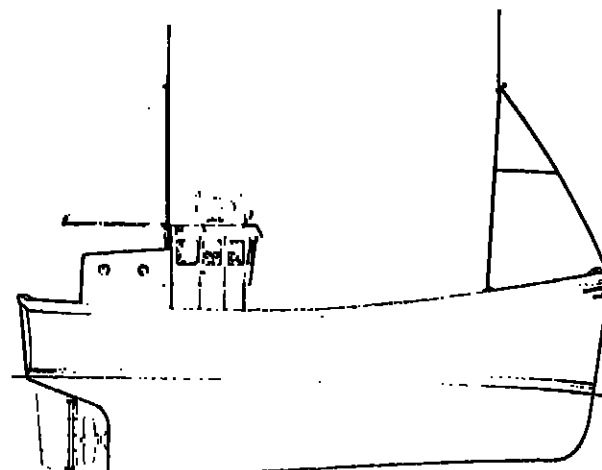
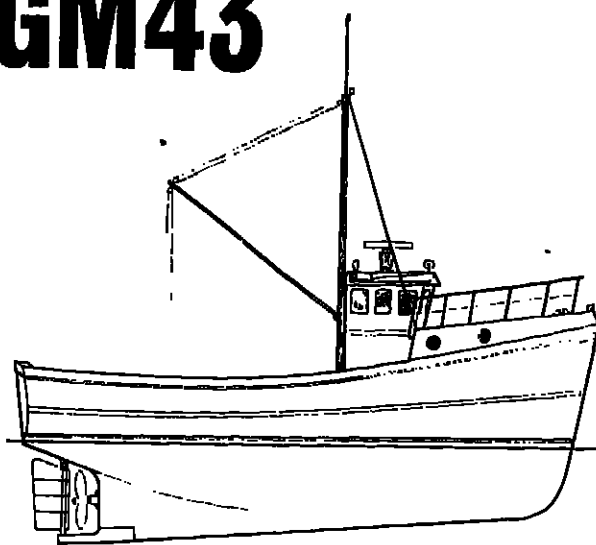
VERSATILITY WORKBOATS OF RYE
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DESIGNERS AND BUILDERS OF HEAVY DISPLACEMENT WORKING CRAFT UP TO 16 TONNES.

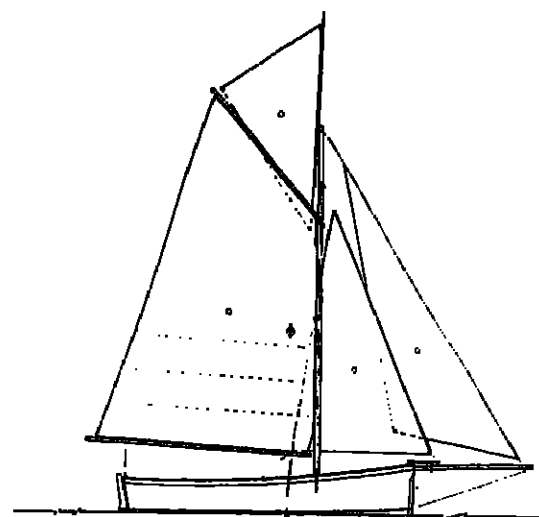
In Glassfibre Reinforced Plastic in Hull form or any stage of completion.
Contractors to: H.M. Ministry of Defence.
Designs Approved by: The White Fish Authority & The Department of Trade and Industry.

THE NEW GM43

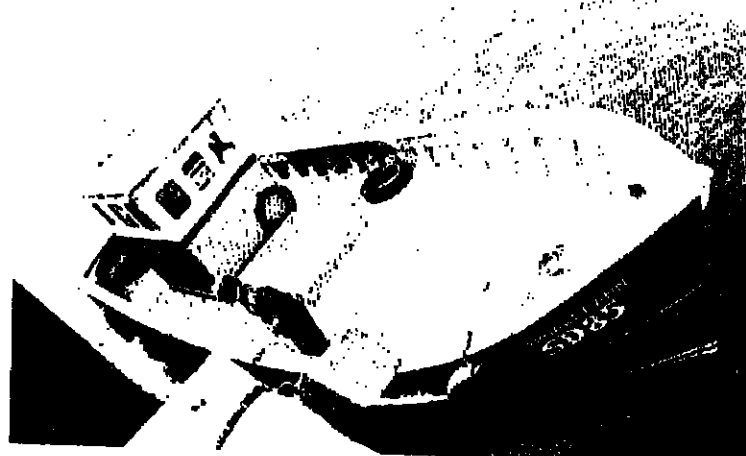
CYGNUS Marine's latest extension of the GM range (designed by Gary Mitchell) is a vessel designed to efficiently fish the 50-mile limits. Designed to come under the D.T.I. 12-metre (registered) rules (measured from the stem to rudder post), the GM43 has the following dimensions—43ft. LOA, 17ft. beam, 7ft. draught and a mighty 30-ton displacement. She is a very big and sturdy boat, designed for one to three-day trips, with the seaworthiness and carrying capacity to match.



TRADITIONAL WORKING BOATS NOW OFFERED IN GRP



CYGNUS Marine have been approached by local fishermen to produce a really top class working/pulling boat based on the traditional oyster dredging punt. With dimensions of 15ft. LOA, beam 5ft., and moulded depth 2ft., it is an ideal general purpose punt with the advantage of good carrying capacity. The vessels are still used in the Penryn river to dredge for oysters—by hand. Cygnus will also have available in early 1978 a 28ft. sailing, gaff-rigged workboat on very traditional lines. Again, these boats still dredge for oysters under sail in the Fal-mouth estuary, where motor driven dredgers are banned to conserve the stocks.



The Crabber 'Margaret Ann'—a GM32 for J. Taylor, Houghton-Le-Spring. Note the clear working space created by the good beam of this vessel.



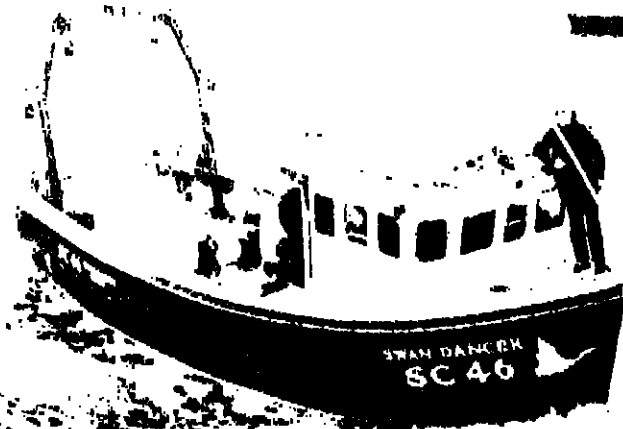
The modern forward wheelhouse potting/lifting vessel, hauling via a davit with the dual station controls, one man can haul and be in full control of the boat. (Picture from the GM32 'Flowing Tide', built for the Douglas Brothers, Holy Island, Berwick-on-Tweed.

SECOND CYGNUS BOAT FOR SCILLIES

IN October, Cygnus Marine completed the second vessel for the small fishing community in the Isles of Scilly, Cornwall. The first craft was a GM32 stern trawler 'Svan Dancer' and this second vessel was a single handed potting vessel for Barry Bennett 'Hunter II'.

The GM26 layout was based on his existing wooden vessel, and had a forward offset wheelhouse, and an aft, loose boarded well-deck. (Most GM26s are self-draining, sealed

decks). Power was from a 30hp 3-cylinder Petters dies on 2:1 reduction. A Semaia VHF radio telephone and Ferrograph G500 echometer were fitted. A Spencer Cane 1,000lb. pull combined capstan line hauler was mounted on the foredeck, with a cage roller outboard of the gunwale. The advantage of the offset wheelhouse is that the hauling position is farther forward, so the man at the hauler can easily reach the engine controls inside the wheelhouse.



First vessel delivered to Scilly Isles—GM32 Stern Trawler for P. and D. Thomas



Second vessel to the Scilly Isles—GM26 with offset wheelhouse single man operation. Owner B. Bennett.

THE GM RANGE

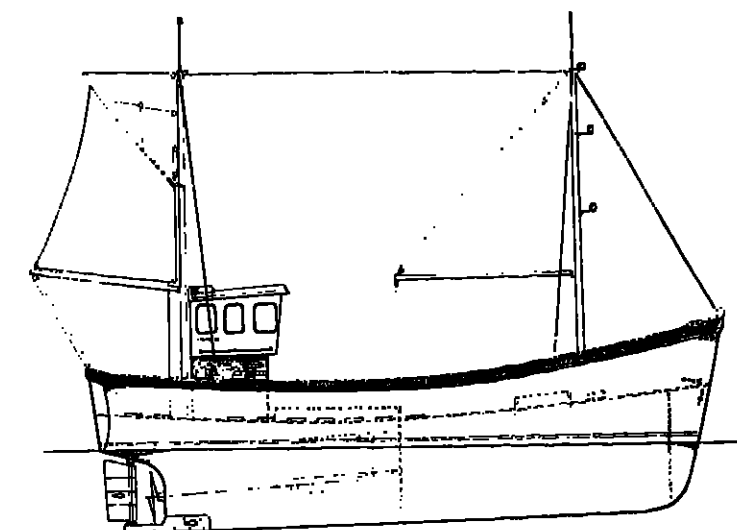
GM21	
LOA	21ft.
Beam	8ft.
Draught	2ft. 6in.
Dis.	3 tonne

GM26	
LOA	26ft.
Beam	9ft. 9in.
Draught	3ft. 3in.
Dis.	6.5 tonne

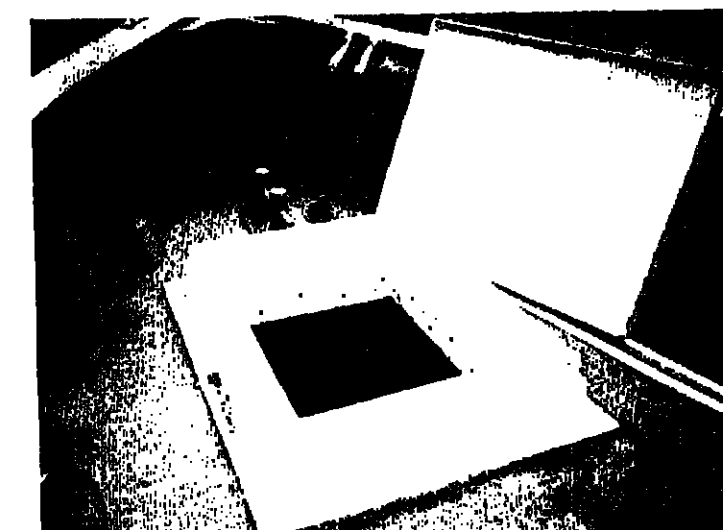
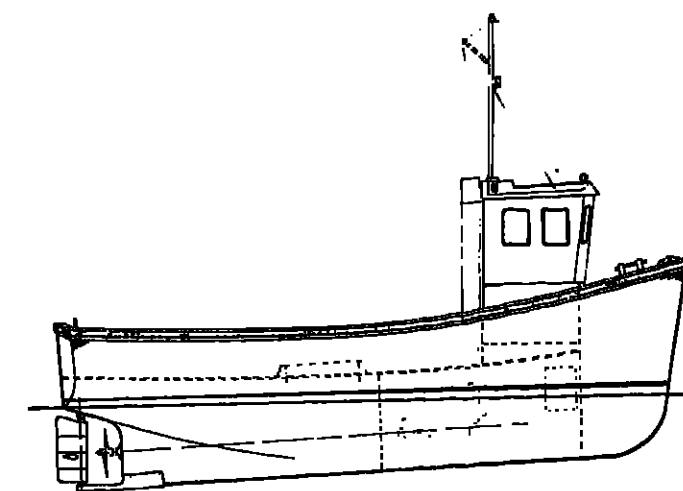
GM32	
LOA	32ft. 6in.
Beam	12ft.
Draught	4ft.
Dis.	11 tonne

GM37	
LOA	37ft. 3 in.
Beam	14ft.
Draught	5ft.
Dis.	19 tonne

GM43	
LOA	43ft.
Beam	17ft.
Draught	7ft.
Dis.	37 tonne



Typical standard general arrangements.



NEW SERIES OF STANDARD BOATS

CYGNUS Marine have announced a new, rationalised series of 'standard' inshore fishing boats based on the existing 'GM' hulls. Basically, the cost of completed boats has risen so dramatically in the last two years—probably 75%—that something had to be done. We have already seen a big upsurge in home-completion.

By using more moulded components, e.g. wheelhouses, galley units, hatches etc., and simplifying the fitting out, Cygnus can offer lower basic finished boat prices—although some customers will have to pay more for the custom built, made-to-measure fishing boat. This approach applies principally to non-WFA boats where savings can be made on items such as the bilge system, although we would adhere to WFA specification on the hull moulding. Although WFA specification boats do cost about 5% more, the WFA should not be criticised as they are invariably advancing ten year money as well as a grant, and belts and braces must apply.

Pictured left, is the new Cygnus GM standard moulded wheelhouse module, and also the hatch/coaming module. These items are available loose to owners of non-Cygnus vessels—wood, steel, GRP, etc., and are available for improvements grants, etc. The wheelhouse is supplied fully strengthened, and can be fully insulated at extra cost. For the larger vessels there is a GRP galley unit to provide sleeping and eating for two/three crew. As time goes on, more and more units in our fishing vessels will be moulded, so keep in touch if you are refitting—we may be able to help.

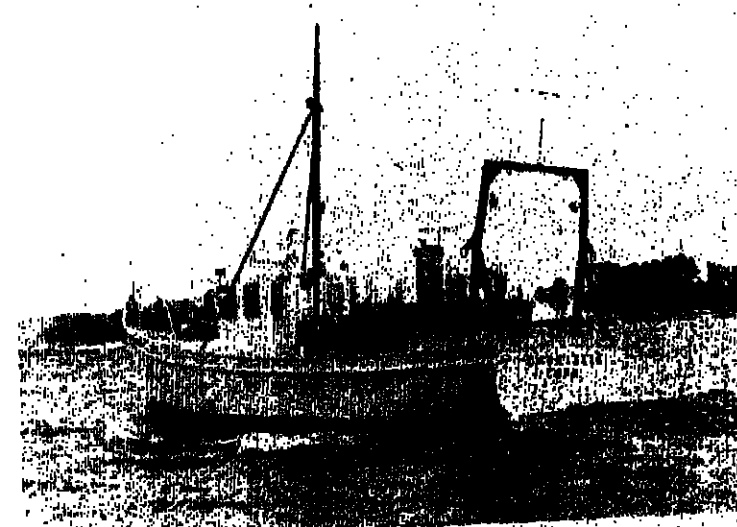
BUSINESS OR PLEASURE?

A SURPRISINGLY high number of GM hulls have been sold this year for completion as traditional trawler yachts—including one GM37. Perhaps one should not be too surprised when one considers the definition of a trawler yacht. This should be a cruising version of

a fishing boat hull, not a 'fishy' version of a yacht which is normally the case. When you think about it, a GM trawler yacht is nearest to the real thing, as at least the GM hull is an established commercial fishing boat hull. Bryce Waterhouse (Marine) Ltd., Umberslade, Birmingham, who have

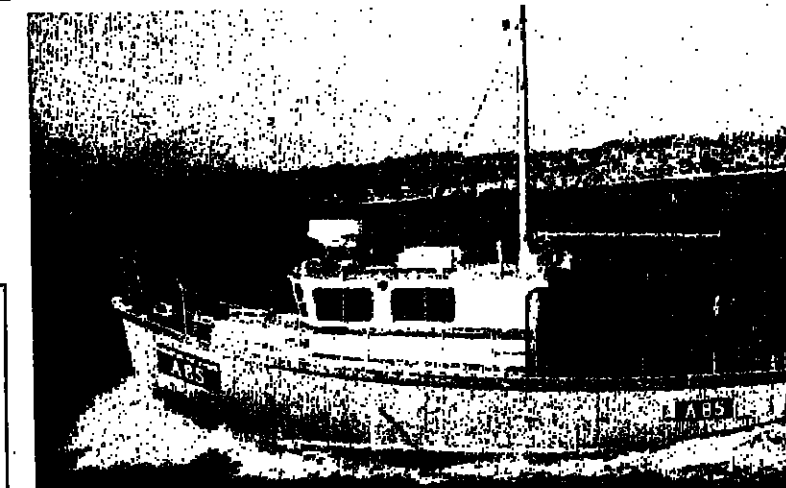
been renovating MFVs for trawler yacht clients, have opted for the GM hull for their future production. The Cygnus hull, with its depth and beam, is excellent for the seafarer who wants a no-nonsense, go-anywhere type of vessel. The Cygnus Trawler Yacht will appeal to the serious cruising man, who has had his fill of flashy, shallow draughted, go-nowhere yachts, and now wants something solid under his feet.

THE IRISH CONNECTION

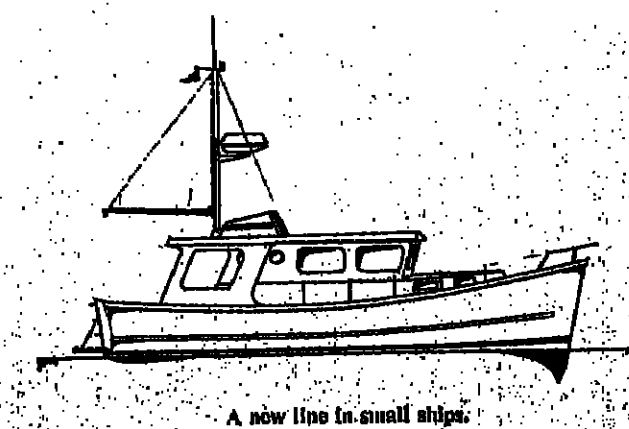


Cygnus GM36 completed by O'Driscoll Boatbuilding.

LAST year's edition of Cygnus Workboats announced a big order of GM hulls for the then new agent—Joe O'Driscoll, Passage West, Cork. During the year the order was increased, and it now looks as if Cygnus hulls will be going to Ireland every other week. It is interesting to note in what form the hulls are delivered. They are supplied with most of the GRP complete (i.e., frames, engine beds, bulkheads, stern band, keel band, rudder tube, beam shelf, ballast) so that they can be completed in Ireland using conventional wooden construction. The B.I.M., under whose survey and financial assistance most vessels are built, prefer all GRP work to be done in ideal conditions, by the moulder. This ensures that not only all bonding is of the highest standard, but that hulls which are fitted out by some of the smaller, traditional wood yards, can be done so with the minimum of GRP technology. Based on the success of the GM hulls since their introduction in Ireland, Joe O'Driscoll has built a brand new, fully equipped, waterside yard at Carrigaline, Cork.



MFV Grampian Enterprise—chartering out of Aberdeen.



A now line in small ships.



Printed in England by J. H. Lake & Co., Ltd., Falmouth



CYGNUS Marine have successfully bid for the freehold of an ultra modern, fully insulated, 20,000 sq. feet boat-building yard just 1½ miles from their present facility in Falmouth.

The main reason for the move is the ever-increasing over - crowding of the

Tregoniggye yard caused by the demand for the Cygnus boats, which now outsell all other commercial GRP inshore fishing boat hulls made in the U.K. — a situation which was achieved in less than three years. Britannia yard has double the floor space and double the height. Production

of hulls would be increased to 200 a year, and up to 24 fit-out boats. The unit will provide an ideal environment for efficient moulding of quality, GRP hulls—good, even temperature, good circulation, dry storage for glass matt, and careful quality and material control.

HYDROGRAPHIC SURVEY VESSEL

LAUNCHED in November 1977, was a hydrographic survey vessel for the Tay Estuary Research Centre (T.E.R.C.), run by Dundee University. The vessel was based on the Cygnus GM37 hull moulding, fitted out by Arbutnot & Sons, Boat-builders, Montrose, Scotland. The hull was laminated in full accordance with WFA rules for fishing boats, and indeed, the WFA were contacted to survey the complete moulding sequence. Cygnus won the hull contract against very stiff competition, but at the end of the day, it was the stability of the deep draughted, beamy, and heavy displacement GM37 that won. Survey vessels need to be very stable and solid so that the very delicate instruments can

function correctly. Although the vessel would not be working in adverse conditions, Dr. Ramsey of Dundee University, was delighted to tell me that the vessel completed successful trials on the same day that Morecombe pier was blown away in the Autumn gales!

'MV Julia Donna' was

powered by a Lister HRW6 MGR3 90hp engine, flexibly mounted to reduce vibration errors on the survey instruments. Just prior to going to press, Cygnus Marine received an order from Portsmouth polytechnical College for fitting out a GM32 for hydrographic survey work.

race G is powered by a PJB water-cooled diesel engine which ops 33.75hp at pm and drives the bladed propeller in a Borg-Warner gear with 2:1 reduction ratio. per George Harrison at he prefers water-engines, rather than ed units, as he finds not overheat so much weather.

1 weather.
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3000 pot hauling
fitted on a thwart
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te engine.

This is George Harrison and his first full winter with trammel nets. He says they are easier to work than gill seines as they cut out the teenage job of shelling mussels and straining the hooks. However, in strong tides, the trammel nets have to be fished fairly well inshore.

In March *Embrace G* will switch to potting for crabs and lobsters using about 260 pots in fleets of 50.

George Harrison says that lobsters have been getting scarcer and that there is not such a big market for crabs as there are no processors in the district.

During June, July and August this cable will take

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Tel. Penryn (0326) 72970
Telex 45687

NEW COBLE, NEW METHOD

- 'Embrace G' starts off trammel netting

FAITHES fisherman George Harrison is very pleased with the handling qualities of his new Yorkshire-made *Embrace G* from hitby boatbuilder Gordon Clarkson. He can line immediate aroused favourable comment from local fishermen.

ith an overall length of
beam of 9ft. 3in. and
t of about 2ft. 4in., she is
ditional open Yorkshire
design. The craft is
and light enough to be
worked from the tidal
ur and beck at Staithes.
: design will also enable
be hauled and launch-
m the beach if need be,
e line of the keel is
1 aft along the bilge.
This feature allows her
ve smoothly over the
n launching boards
1 the sandy and sloping

A Ferrograph echo sounder is housed in a box fitted near the steering position, and some 30 gallons of fuel oil are carried in a steel tank. The traditional cable rudder and long tiller are fitted.

George Harrison comes from a long established Staithes fishing family. He first went to sea in 1942 with his father, the late Isaac Harrison, in the coble *Minnie*. In 1953 he joined two other Staithes fishermen, William Harrison and Richard Verrill, in the new coble *Coronation Queen*.

Some 13 years ago George took command of his own cable, which was also named *Embrace* and built in Whitby by Gordon Clarkson. The new *Embrace G* is a larger and more powerful version of *Embrace* which has now been sold to Redcar owners.

Fishing with George Harrison in *Embrace G* is his 17-year-old son, Neil, who has now been going to sea for about 18 months.

During the winter they are working trammel and gill nets, though George says that the trammels are proving to be the better fishing gear as they not only catch good-sized white fish such as cod, haddock and ling, but also some crabs and lobsters.

form of C. P. Harvey of Selsey, but George Harrison says that he has ordered some more.

This is George Harrison's first full winter with trammel nets. He says they are easier to work than long lines as they cut out the tedious job of shelling mussels and baiting the hooks. However, in strong tides, the trammel nets have to be fished fairly well inshore.

In March *Embrace G* will switch to potting for crabs and lobsters using about 250 pots in fleets of 50.

George Harrison says that lobsters have been getting scarcer and that there is not such a big market for crabs as there are no processors in the district.

During June, July and August this cable will take



Above: the five cobsles fishing full time from Stalthis. Background (left to right): *Endurance*, *Embrace G* and *Pilot Me B*. In the foreground are: *All My Sons* (left) and *Repus*. Left: Neil Harrison with his father, George.



part in the local salmon fishing which, happily, comes at a time when lobsters are casting shells and are of poor quality.

Staithes now has a fleet of five cobsles fishing full time and all are working trammel nets this winter, although one is also using some long lines.

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... OURSELVES AS OTHERS SEE US

UK wants more fish than it can handle

OVER the period 1964 to 1976, French production of seafoods has been almost constant at a little under 700,000 tonnes a year.

This figure includes oysters farmed in beds (a typically French product). About 400,000 tonnes of products have been caught and landed "fresh", including crustacea and molluscs.

While the total quantity of the catch by the French fleet has remained stable, the species taken, the methods of capture and the areas fished have varied considerably over the period. Whenever one type of fishing has declined, an effort has been made to compensate for it.

The herring that had vanished was replaced by whiting or coley, hake gave way to blue ling, tropical tuna took over from cod, and Pacific oyster of Japanese origin is giving back to oyster farmers the employment they had lost through the epidemic disease that ravaged their beds of flat oysters.

French production is constantly adapting to circumstances and the 700,000 tonnes of 1976 are very different in their composition from the 700,000 tonnes of 1964.

In 1964 the implementation of the Treaty of Rome was only just beginning. Six countries were then trying to build a Europe where France would lead so far as maritime fishing was concerned. The French people had been told, time and again, that one must start by setting up the Europe of industry, which was not their strong point. They would find compensation through having first place in the Europe of food and agriculture.

The French fishing industry played this card, and it cannot be held responsible if the texts drawn up in Brussels were not what its managers had in mind.

From the start, long before the British and the Scandinavians applied for

THIS article by Jean Regnier, Editor of France Pêche, is reproduced by kind permission of the White Fish Authority from its publication Fisheries of the European Community*

membership, France had said that "a Common Market means a common sea". The French fishing industry had also pleaded for the implementation of the well-known Article 117 of the Treaty of Rome, concerning the equalisation of social charges on industry.

For its part, it made its own seamen the best "protected" in the Community. And this was expensive. The mechanisation of work, security of employment, shorter sea-going trips with longer periods of rest at home, high wages and retirement at 55 were all established long before further changes, particularly higher fuel prices, added more to costs.

The French fishing industry already had difficulty in remaining competitive when stocks began to decline. It went further out to sea to fish and this cost even more.

The gates of the home market were opened a little wider to allow imported products to come in. Whilst the national fishing fleet managed to keep up its total tonnage by dint of frequent reconversion, domestic consumption continued to rise steadily, from 560,000 tonnes in 1960 to 750,000 tonnes in 1969 and nearly 800,000 tonnes in 1974.

Semi-legal competition from the Nordic fishing industry weighed heavily on prices at French auction sales. And it was in this situation of latent crisis that

One can understand the national reaction: let us get

rid of those responsible for the massive, but regrettably historic right of precedence. Let us use our joint resources jointly, to a limited equality.

The need is well understood, in French fisheries, to allow certain to replenish themselves between two periods of "lean" that of the past years and the one we see about 1980 — there is a period of "lean" — first signs of which are perceived in the last quotas drawn up in Brussels.

The French fishing industry is, therefore, torn between this difficult choice while retaining the means the equipment that guarantee its future. If French industry is to survive, this can be done.

It can be done because the same time when a fishing effort must be tailored in familiar ways, other areas are being opened up to increased exploitation in Africa, in South America and even within Community waters. Such is the case of Ireland and North Scotland, for instance, where the French were long vultures on their own.

We, in France, cannot how the British and the Irish will be able to exploit all the resources they claim to monopolise.

Why, moreover, exact the French by arbitrary decision from these waters, where they have the men, the boats and all the essential know-how? Why not accept the meaning of the Community

French fishermen can understand the British position which the Irish are defending as if they were pawns moved forward by United Kingdom.

All the actions and discussions which are going to

Carefully handled fish at a French market.

France regarding the future of the fishing industry are focused on this issue. Everyone is aware of the need to maintain the technical and human potential based on centuries of experience, and one that has adapted so well to changing circumstances. Few major fishing countries can boast of this capacity to evolve so as to keep up a constant level of production, in overall quantitative terms.

The French fishing industry has know-how to sell, and this may be an opportunity for Europe when Brussels is proposing to finance its run-down. It is therefore necessary to define a constructive common policy, and to define it quickly, for some owners are considering selling, or have already sold, dozens of trawlers without being able to plan their replacement.

And when one of them sells a boat to Iceland or to Ireland, people are not far from talking of "treason" on the wharves.

As of now, the French "deepsea" company-owned fleet survives through a substantial increase in prices at first hand sale, but this cannot rise beyond an obvious threshold. The high seas fleet (the cod freezer vessels which used to go to Newfoundland or Spitzbergen) has ex-

'We cannot see how the British and Irish will be able to exploit all the resources they claim to monopolise'

perienced a spectacular decline in its strength, and is shifting part of its investments into tropical tuna which seems, by way of compensation, a very promising sector.

The inshore artisanal fishing fleet is not running into too much difficulty, in so far as it retains access to traditional fishing grounds. However, it has not been possible to "mop-up" the financial damage that has accumulated since 1974 in any of these sectors.

The fishing industry, moreover, remains vulnerable to the political uncertainty that precedes the Parliamentary elections next March. Many company investment decisions remain in abeyance. This uncertainty is combined with the delays accepted by Brussels in the implementation of basic Community laws.

It is still felt in professional circles, however, that 1977 will only have been a year of transition, before a renewal which one hopes to see beginning in 1978.

Is not hope, too, a very French virtue?

'Pathfinder' in a tangle

ONE MOMENT this 167-ton Scottish purser was hauling in 100 tons of mackerel — the

next her 243,000 net was fouled up in her propeller.

Pathfinder's 12-man crew had to battle for many hours to free the entangled shreds at Custom House Quay, Falmouth. They then rejoined the other vessels currently feeding mackerel to the giant Eastern bloc factory ships which are anchored off the town. They are banned from fishing within the 200-mile limit.

ACTION ON HIGH PRICES

'Tailend Charlies' set-up own co-op

A FISHERMEN'S co-op is to be set-up at Stornoway on the Hebridean Isle of Lewis. It will deal with heavy chandlery for the local fleet.

The decision was taken at a meeting of the Stornoway Fishermen's Port Committee last week, after an address by Robert Milne, development officer of the Scottish Federation of Fishermen's Co-ops.

Skipper Jack Morrison, chairman of the committee, said later that they had taken the decision mainly because of high prices.

He said: "We get low prices for our fish and high prices for our chandlery. The pierhead prices for fish at Stornoway are the lowest in the EEC."

"We are the 'Tailend Charlies' of Europe and we are getting fed-up with it. We're looking for better prices and chandlery at a discount."

Skipper Morrison added that initially they would only be concerned with fishing gear and equipment but, later on, they would look at other aspects including fish selling. He pointed out that co-ops

can provide all the services fishermen need. These include buying and selling fish, operating oil depots and ice plants, acting as insurance agents and providing accountancy services.

"We may not necessarily do all of them, but we will certainly be doing a few," he said.

There are 40 boats in the Stornoway fleet and he assumed most of them would be joining the co-op. The Stornoway pier and harbour commission has granted them the use of the old commercial hotel and sail loft. It will take at least two months to get organised.

Manager

Skipper Morrison said: "Our first step will be to elect seven directors to formulate policy and appoint a manager who will run the chandlery side of the business. We also have to get registered and contact the White Fish Authority for assistance in administration costs for the first year. We might get assistance from the Highlands and Islands Development Board as well."

Government, no naval protection can be given.

GRIMSBY trawler *Rosa* reaches Reykjavik, Iceland, after perilous journey. Lightning had put compasses out of action and skipper navigated by the stars.

SERIOUS shortage of fish at Grimsby due to gales: *Livonia* lands moderate catch for 2440.

EYE-WITNESS at flooding of Billingsgate: "The force of the water so great that the market shook."

SKATE with three wings found in haul at Ramsgate. Local fishermen never seen one before.



years ago

JANUARY 21, 1928.

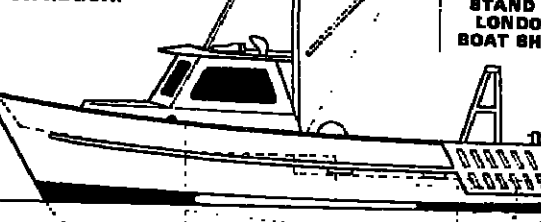
BRITISH fishing vessels not operating in the White Sea for the first time since the war. Government had warned Humber trawler owners that, because of strained relations with Soviet

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